

DERWENT-ACC-NO: 1998-063259

DERWENT-WEEK: 200026

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TITLE: External insulating material for internal  
combustion  
engine components - has flat friction-absorbent  
material  
on inside of casing at decreasing distance from  
component  
outside surface

INVENTOR: WIRTH, A

PATENT-ASSIGNEE: ETIS AG[ETISN]

PRIORITY-DATA: 1996CH-0001543 (June 20, 1996)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES
MAIN-IPC			
WO 9748943 A1	December 24, 1997	G	028
F16L 059/18			
ES 2142683 T3	April 16, 2000	N/A	000
F16L 059/18			
EP 906539 A1	April 7, 1999	G	000
F16L 059/18			

EP 906539 B1	January 19, 2000	G	000
F16L 059/18			
DE 59701049 G	February 24, 2000	N/A	000
F16L 059/18			

DESIGNATED-STATES: JP KR US AT BE CH DE DK ES FI FR GB  
 GR IE IT LU MC NL PT SE  
 CH DE DK ES FI FR GB IT LI NL CH DE DK ES FI FR GB IT LI NL

APPLICATION-DATA:

PUB-NO	APPL-DESCRIPTOR	APPL-NO	
APPL-DATE			
WO 9748943A1	N/A	1997WO-CH00239	
June 16, 1997			
ES 2142683T3	N/A	1997EP-0924851	June
16, 1997			
ES 2142683T3	Based on	EP 906539	N/A
EP 906539A1	N/A	1997EP-0924851	June
16, 1997			
EP 906539A1	N/A	1997WO-CH00239	June
16, 1997			
EP 906539A1	Based on	WO 9748943	N/A
EP 906539B1	N/A	1997EP-0924851	June
16, 1997			
EP 906539B1	N/A	1997WO-CH00239	June
16, 1997			
EP 906539B1	Based on	WO 9748943	N/A

DE 59701049G 16, 1997	N/A	1997DE-0501049	June
DE 59701049G 16, 1997	N/A	1997EP-0924851	June
DE 59701049G June 16, 1997	N/A	1997WO-CH00239	
DE 59701049G	Based on	EP 906539	N/A
DE 59701049G	Based on	WO 9748943	N/A

INT-CL (IPC): F16L059/02, F16L059/10 , F16L059/16 ,  
F16L059/18

ABSTRACTED-PUB-NO: EP 906539B

#### BASIC-ABSTRACT:

The insulating material is arranged in casing sections (1,2) joined together,  
each being made of glass-fibre with inner and outer skins (7,5) and containing  
laminated insulating material (14), also rib-type supporting portions (10,11)  
at two or more edges. The casing sections each have a flat friction-absorbent  
layer at the side towards the component and joined to the inner skin.

The layer (12,13) runs along smooth outside surfaces of the

component and at a decreasing distance from them, absorbing over its surface the vibration-generated friction between the component and the casing sections.

This layer can be made of chrome steel in wire-mesh or sheet-metal form, being secured by glass-fibres to the inner skin and roller-welding to sheet-metal.

USE - Particularly for thermal and acoustic insulation of turbochargers and exhaust systems of high-speed diesel engines.

ADVANTAGE - Adaptability, easy installation and removal, and long life.

ABSTRACTED-PUB-NO: WO 9748943A

#### EQUIVALENT-ABSTRACTS:

The insulating material is arranged in casing sections (1,2) joined together, each being made of glass-fibre with inner and outer skins (7,5) and containing laminated insulating material (14), also rib-type supporting portions (10,11) at two or more edges. The casing sections each have a flat friction-absorbent layer at the side towards the component and joined to the inner skin.

The layer (12,13) runs along smooth outside surfaces of the component and at a decreasing distance from them, absorbing over its surface the vibration-generated friction between the component and the casing sections.

This layer can be made of chrome steel in wire-mesh or sheet-metal form, being secured by glass-fibres to the inner skin and roller-welding to sheet-metal.

USE - Particularly for thermal and acoustic insulation of turbochargers and exhaust systems of high-speed diesel engines.

ADVANTAGE - Adaptability, easy installation and removal, and long life.

CHOSEN-DRAWING: Dwg.2/5B

TITLE-TERMS: EXTERNAL INSULATE MATERIAL INTERNAL  
COMBUST ENGINE COMPONENT FLAT  
FRICTION ABSORB MATERIAL CASING DECREASE  
DISTANCE COMPONENT SURFACE

DERWENT-CLASS: Q67

SECONDARY-ACC-NO:

Non-CPI Secondary Accession Numbers: N1998-049711